

WATERHOUSE TRUST

Special Opportunity

During this month only we offer the following choice Kaimuki residences for purchase, upon terms within the reach of anybody desirous of acquiring a home. Small cash payment and balance in monthly installments. Call and get particulars of these two special bargains before they are withdrawn.

NO. 1:—Three bedroom house on car line. Spacious lanais. Newly papered and painted throughout. Lot 100 x 225 covered with shade and fruit trees. Stables and servants quarters.

NO. 2:—New two bed room bungalow. Magnificent view of two oceans, adjoining Kaimuki Crater (reserved as park). Either one or two lots as desired.

WE ALSO OFFER FOR LEASE.

3 bedroom furnished bungalow on the Kaimuki car line. One of the most comfortable homes in Honolulu.

"WATERHOUSE TRUST"

Corner Fort and Merchant Streets.

Quote your prices by
WIRELESS

The office is open from 8 to 10
a. m. Sundays.

A CLEAN HOUSE AND

Pau ka Hana

ARE FAST FRIENDS.

Yat Hing Store * Hotel Street, Near Bethel
We have just received a big line of Lace Curtains, which are being offered at from fifty cents a pair up. Greatest values for the money ever shown in Honolulu.

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CHINESE NEWSPAPER
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Empire Chop House
(Lately Palace Grill.)
Bethel St. Opp. Empire Theatre.
Open Day and Night, Cuisine Unsurpassed.
BEST MEALS AT ALL HOURS.

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CONSOLIDATED SODA WATER

Is Absolutely Pure

TELEPHONE 71.

Good Display

Visit our store and note the elegant display of curios, novelties, drawn and hand embroidered work.

Woman's Exchange

Airman Denounced By Shocked Britons

Nothing in recent years has started such a storm of controversy in England as the recent death of Charles S. Rolls in an aviation meet at Bournemouth, says the Washington Star. Rolls was well known in America as a sportsman, first as an automobilist and later as an aviator. He held the mile record for the automobile for a long time and was the first man to make a round trip in an aeroplane over the English channel. He was killed July 12 by the breaking of his aeroplane in competition at Bournemouth.

He was trying for the prize in landing within a specified circle, and made a sensational dive through the air. Probably he would have succeeded and won fresh fame as an aviator, but his machine was not equal to the strain thrown on it and crumpled up while in the air. Mr. Rolls was well known and greatly admired here as a sportsman. It was expected that he would be one of the English team at the coming international aviation meet in this country. His death was greatly regretted and official condolences were sent to England by the Aero Club of America.

Protest Against Aviation.

But in England his death raised a storm of protest against aviation in any form. The English mind regards human life very highly, and the mere fact that a man is killed there in any way is taken much more seriously than in this country. Further, despite the recent parliamentary squabble over abolishing the house of lords, the English mind has a species of congenial reverence for the peerage, so that it was rather worse for an aeroplane to kill even the second son of a lord than it would have been to kill an ordinary citizen, and much worse than if the deceased was a foreigner.

When a good Englishman of standing has a public opinion that he wants to disgorge he writes a communication to a London paper, preferably to the Times. That is better than making an after-dinner speech, because the audience is larger and the Times has more official standing than the Congressional Record, and certainly a larger circulation than the London Gazette, which is devoted chiefly to the bestowal of Victoria Crosses and swine fever orders. However, the Times did not start the aviation correspondence this time. It was the Chronicle, and there have just appeared therein a series of letters under the caption "Is It Worth While?" from such citizens as Canon Rawnsley, Admiral Freemantle, Admiral Sir Cyprian Bridge, and Major General Sir Alfred Turner.

The gist of the correspondence is that aviation is a vicious and unnatural practice and that it ought to be prohibited by the home secretary or some other authority. One of the distinguished correspondents of the Chronicle says that "aside from use in war, the art of aviation has not brought a single gift to the human race." It consequently ought to be prohibited. It is pointed out in a number of the letters that man never has flown up to date and the world has gotten on very well, consequently man was not intended by the Creator to fly. It is an unholy vocation and should be prohibited by law.

In Too Big a Hurry.

Admiral Bridge does not take quite such a drastic view of the situation. He says that the trouble is that the human race is trying to do too much all at once in the field of aviation. He says that it is simply a case of trying to run before they can walk.

Canon Rawnsley, however, does not take such a mild view of it. He says that he fears the feverish haste of man to conquer the air comes from the knowledge that it will be the battleground of the future. He says that this is an immoral scheme to break up the restfulness of heaven and import war into the one region that might have been reserved from it. He says that submarines and flying machines both take war into regions where the war-weary might suppose there was to be peace.

He says in conclusion that he has often felt like quoting the words of the psalmist and yearning for the wings of a dove so he might fly away and be at rest. But he fears that if the present development of aeroplanes continues the dove would not stand much chance of resting in hearing of the roar of a sixty-horsepower gasoline engine.

Attacks Morals of Art.

One of the most violent attacks on the morals of the art is by Gen. Sir Alfred Turner. He says that the sort of people who attend aviation meets would attend bull fights were they living in bull fight latitudes, or would have season tickets to the Coliseum had they lived in Rome in the days of the gladiators. There is nothing, he says, that attracts them except the hope of seeing a fatal accident and that the morbid craving for excitement is a fit attribute for a participant

in some of the decadent orgies of the Roman amphitheater.

As to the practical use of the aeroplane in war, he says there never will be any. The risk is too excessive and the chances of a holocaust too awful. He says that the swimming of the English channel by Captain Webb had about as much significance from a military standpoint as the crossing of the channel by Bleriot and other air men.

There is not so much vehemence in a letter from Admiral Fremantle. He says that the chief danger in the modern displays of aviation is that men are venturing into an element with which they are entirely unacquainted, and they are neglecting the factor of safety in the effort to build a machine light enough to fly at all. He says that there ought to be a closer official supervision both of the construction of machines and their use by novices in public exhibitions.

TAKING LIQUOR OUT OF POLITICS

DEALERS SIGN AGREEMENT TO
SUPPORT PRESENT LAW AND
KEEP OUT OF POLITICS.

The following announcement was made yesterday by liquor dealers:

To Whom It May Concern:

In order that no mistaken impression exist as to the political attitude of those engaged in the liquor business in Honolulu, we, the undersigned, subscribed to the following statement:

We emphatically deny any attempt on our part, either individually or collectively, to seek to influence either directly or indirectly any political party or faction.

We believe that the people of Hawaii by the last territorial legislature and the plebiscite have signified their approval of the present liquor law. And we sincerely and unreservedly pledge our support to the preservation of that law.

Whatever activity has been shown in local politics by individuals immediately or remotely connected with the liquor business is simply the ordinary interest of the private citizen in the general party warfare.

And we earnestly request that all organized political parties in Hawaii at their next regular conventions adopt in their respective platforms a plank calling for the party support and retention of the present liquor law.

Dated Honolulu, September 1, 1910.
Honolulu Brewing & Malt Company, Limited, C. G. Bartlett, manager; H. Hackfeld & Co., Ltd., W. P. F. Tenhauer, vice president; Hoffschlaeger & Co., Ltd., Robert F. Lange, vice president; F. A. Schaefer & Co., Ltd., W. Lanz, vice president; Lovejoy & Co., per D. H. Lewis; Gonsalves & Co., Ltd., per M. A. Gonsalves, president; W. C. Peacock & Co., Ltd., by G. J. O'Neill secretary; Fashion Saloon, John T. Scully; Mint Saloon, John Wagner; Encore Saloon, George Reid; Criterion Saloon, C. A. Peacock; Imperial Saloon, James E. Thompson; Pantheon Saloon, J. T. Silva; Pacific Saloon, Dick Sullivan, per R. Ross; River Rhine, Gus Cordes; Royal Annex, Conrad Bollman; Union Grill, John Koomanias; Kentucky Saloon, J. E. Roberts; Progress Saloon, T. F. McTigue; Union Saloon, E. Q. Cunha; Kiloheann Saloon, George Macy; Merchants' Exchange Saloon, S. I. Shaw; Occidental Bar, P. F. Ryan; Aloha Aina Cafe, Mrs. A. Klemme; Rosa & Co., Anchor Saloon; Charles Lambert.

The declaration was drawn up by Charles G. Bartlett, manager of the Honolulu brewery.

A proposal was made a short time ago to the Anti-Saloon League that it agree to support the present liquor law, while the liquor men, on their part, would agree to do the same. The matter was debated vigorously at a meeting of the league and the proposal was turned down.

HILO STREET RAILWAY.

HILO, August 30.—The long cherished dream that Hilo town might have a rapid transit system is finally beginning to become a realization. At a recent meeting of the directors of the Hilo Electric Company the matter of starting a street railway system was discussed.

It was pointed out that the company, under an amendment made to its original charter some time ago, had been given the right to use the public streets. The directors thereupon authorized the president to obtain legal advice to ascertain what steps should be taken to make the building of a street railway by the company feasible.—Tribune.

AT THE THEATERS

The Park had rather the best of the theater proposition last night, for it was exceptionally sultry and people sought the open air as much as possible. None of the playhouses were overcrowded, however; but as the reserved seat sections seemed to be heavily patronized, the receipts were probably not bad anywhere for the mid-week.

EMPIRE TONIGHT.

At the Empire tonight Manager Overend will show some new pictures, just taken from the express office this morning. At this writing the selections have not been made for the program, but they may be depended upon to be choice. Miss Maude Rockwell, Thompson and the Desmond sisters will all have new songs, they making up the principal part of the vaudeville section of the entertainment.

AT THE NOVELTY.

At the Novelty theater this evening Wise, Milton and Tisdale will continue to be the principal entertainers. Their new songs and stunts took well last night and will be repeated. Tisdale's great song hit "Sally Horner" will be repeated as will the roaring farce "Two Phools," a sketch by Wise and Milton.

Fine Job Prints, Star Office.



HOW UNFAIR.

Grace—Why are men like mosquitoes?
Helen—I can't guess. Why?
Grace—They are easier to catch after a full meal.

The 1911

Chalmers

MOTOR CARS

A Triumph Of Initiative Rather Than Imitation

In length of wheel base, type of motor, spring comfort and price, the CHALMERS 1911 remains the same. In point of refinement, finish and luxury it is much advanced—thus giving more than ever before, for the same price. Proved by every test, practical and theoretical, the CHALMERS Car today remains the WORTHILEST car built in America, for a moderate price.

In the manufacture of automobiles, BRAIN POWER counts for more than HORSE POWER. Designed by one of the greatest of automobile engineers, the 1911 CHALMERS, detail for detail, is the result of far-sighted initiative, and executive ability to the extent that the CHALMERS HAS NEVER COPIED COMPETITORS, WHILE THEY HAVE ALL COPIED THE CHALMERS.

As a marked tribute to foresight in construction, the CHALMERS will not be "radically changed" or "practically a new car" for 1911, as so many of its competitors are. To be sure there will be changes, but these are simply along advanced lines of refinement, efficiency and luxury.

Many of the principles initiated by CHALMERS' BRAINS two and three years ago are being adopted by competitors for the FIRST TIME in 1911, but here again the CHALMERS leads because in the CHALMERS these principles are proved.

Because of these things, and besides these things, the 1911 CHALMERS will give added grace of line, beauty of finish and luxury in equipment at the same price.

1911 Chalmers "30"

POWER.

More power is delivered to the rear wheels than any other car of its size—proved by winning the Glidden tour and many races with strictly stock cars.

CYLINDERS.

The En Bloc mode of cylinder casting adapted by the Chalmers with gasoline manifold integral—remains the same—with envied success.

NOISELESS.

The motor principle unchanged but the valve springs are now encased and noiseless. All the motor manufactured in Chalmers factory.

LUXURY.

Chalmers comfort has always been known—luxury is all that could be added. All tops are specially made and fitted in the Chalmers factory. The upholstery and trimmings are of the finest. All door handles, locks, etc., are massive and beautiful. All models are given the same number of coats of fine paint and varnish as the five and six thousand dollar cars.

DOUBLE IGNITION.

The same high-priced, high-grade double ignition system with Bosch magneto and Heinz coil always on the Chalmers, but more protected and simplified. Notice how others are following our example of two years ago.

LUBRICATION.

Chalmers constant level splash system—designed in

Chalmers factory but copied by others—shown on the dash by the Bull's Eye Sight Gauge.

FRAME COPIED.

The famous Chalmers drop frame is simply improved by adding 2 1/2 inches while others are adopting it for the first time.

BRAKES.

The brakes—always good—are improved.

STANDARD TRANSMISSION.

Three speeds forward and one reverse—selective type sliding gear. New style foot accelerator pedal.

DRIVE.

Direct shaft, with two universal joints running in oil.

CLUTCH.

Bronze and steel multiple disc.

WHEELS.

Thirty-four by four inches.

FINISH.

New straight line body—deeper seats, finer finish—wood trimmings of black walnut—all handles, mouldings, etc., shapely and massive. Richelleu Blue—gray gear and wheels, or cream gear and wheels.

Battery boxes taken from running boards and placed beneath tonneau floor away from tampering and injury. Large size pump and tool box, easily accessible.

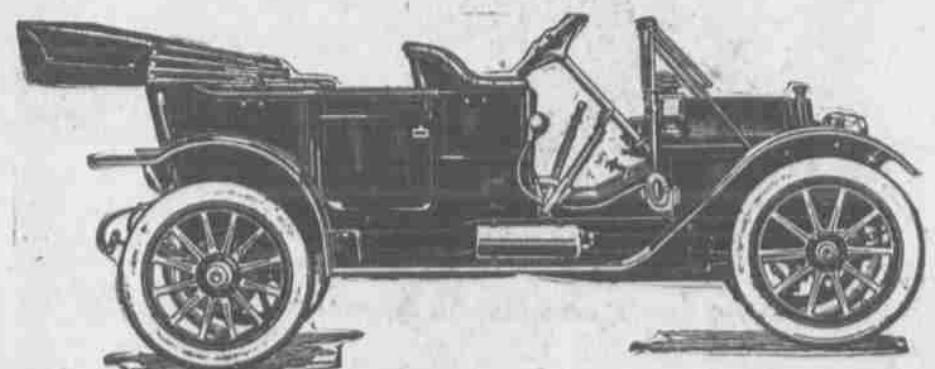
Price, \$1500 f. o. b. Detroit

TOURING CAR AND ROADSTER

SEMI-TORPEDO	PONY	
TONNEAU	\$1600
COUPE	2400
LIMOUSINE	3000
MADE IN 40-H.P. ALSO		

(Licensed under Selden Patent.)

Talk to the man who uses one



Chalmers "30" Touring Car \$1500

115 inch wheel base, 34 inch wheels. Will carry five in perfect comfort under all conditions. Tonneau has been lengthened and made wider on front line of rear seat.

Winner of the 1910 Glidden Tour

ASSOCIATED GARAGE, LIMITED.

Dealers In Motor Cars